

Welcome to the revamp of NRSPP's Program Partner Newsletter for existing and prospective partners. This newsletter was put on hold during our transition to a new Host.

That done, NRSPP is now proudly housed at the Monash University Accident Research Centre (MUARC). Over coming months, a Partner renewal process will commence to reflect changes in the new Charter and revisit our Partner Agreements.

# NRSPP

December 2020

## Program Partner Update

*This six-monthly Partner newsletter provides an update on the inner workings of NRSPP and is designed for our current and prospective partners.*

*You can also register for our monthly newsletter at [www.nrspp.org.au](http://www.nrspp.org.au) or follow us on Social Media through Linked-in, Twitter, Facebook and Instagram.*

*If you do not wish to receive this newsletter, please let NRSPP know.*

*a message from*

## Jerome Carslake | Director of the NRSP



*Collaboration and communication is always at the heart of NRSP. We bring together many partners from businesses, organisations, researchers and government to develop, share and explore solutions to key issues, risks and problems.*

This has been a year of adaption for all, but also an exciting change for NRSP as we shifted to our new home at Monash University Accident Research Centre (MUARC). Already the change has created many new opportunities and allowed us to offer so much more value to program partners.

MUARC has embraced NRSP, and many of Monash's leading researchers have shared their research with our partners, including:

- The NRSP organisational road safety campaigns on [driver distraction](#) and [aggressive driving](#) featured [Dr Kristie Young](#) and [Dr Amanda Stephens](#) respectively. Both campaigns highlighted mindfulness as a way to reduce risk.
- How to actually apply mindfulness was part of webinar, during National Road Safety Week, with MUARC [Assoc. Prof. Sjaan Koppel](#) and Monash's global mindfulness experts [Dr Richard Chambers](#) and [Assoc. Prof Craig Hassed OAM](#).
- NRSP's social enterprise initiative Empowr Mobility was accepted into the [Monash University Generator Accelerator program for 2020](#) and started its first pilots, funded by the Victorian Department of Transport.

Collaboration and communication is always at the heart of NRSP. We bring together many partners from businesses, organisations, researchers and government to develop, share and explore solutions to key issues, risks and problems. There are so many examples to highlight, such as Masters students from Griffith University's Work and Organisational Resilience Centre developing [Q&As](#), [Fact Sheets](#) and [Quick Facts](#) for NRSP with our partners on topics they raised, and our aggressive driving campaign also included Budget Direct, Fleet Strategy and Swinburne University.

Some of our larger collaborative projects for 2020 included:

- NRSP/MUARC and George Weston Foods secured one of the forthcoming [major projects AAA fatigue research projects](#)
- Austroads/NRSP [Suicide in Road Transport \(SiRT\) project](#)
- Austroads [Heavy Vehicle Driver Competency](#) led by Chartered Institute for Logistics and Transport Australia in conjunction with NRSP, MUARC and the National Truck Accident Research Centre.

NRSP already has a busy work plan for 2021, starting with an evaluation of our impact and reach ahead of a strategy session at the next Steering Committee meeting.

We will continue to champion introducing Transport for London's Construction Logistics and Community Safety program to Australia. May will see our first capacity building course for Directors and Officers, "Safer Workers Behind the Wheel", an NRSP initiative in collaboration with Flinders, Griffith and Monash Universities supported by Zurich Insurance.

Later in the year, NRSP will release its third organisational road safety campaign, focused on fatigue/sleep, developed in conjunction with Monash's Turner Institute, for road safety week. The Utilities Forum and Re:act program go from strength-to-strength, and many new case studies, webinars and Q&As are in the pipeline.

As always, we are guided by our partners, so please share any suggestions for topics NRSP could help address in 2021.

Thank you for your support this year and we look forward to continuing to work with you in 2021.

*a message from*

## Prof. Barry Watson | Independent Chair of NRSPP

Welcome to the final Program Partner newsletter for what has turned out to be a very eventful year. From a program perspective, a key development has been the transition of the NRSPP to its new host, MUARC. Although the transition took longer than first expected, the opportunity to leverage off MUARC's strong track record in work-related road safety has already borne fruit with a number of new collaborative projects underway. I'd particularly like to pass on my thanks to our funders, the team at MUARC, particularly Associate Professor Sharon Newnam, and the legal people within Monash University for their assistance in enabling the transfer to occur so smoothly.

At a broader level, the program has needed to deal with the impacts of COVID-19. Like so many organisations, this has required us to be adaptive in the way we go about our business. In this respect, I'd like to pass on my thanks to our

Program Director, Jerome Carslake, who has done a sterling job addressing the needs of our many partner organisations and building the new relationship with MUARC. I'd also like to thank the members of our Steering Committee and Governance Board. Although our meetings this year have needed to be virtual, your guidance and support is much appreciated.

Lastly, there is no doubt that COVID-19 has had a major impact on the way the road transport system is used by both individuals and organisations for work purposes. While it still remains to be seen how lasting these impacts will be, it is likely that we will all need to adapt and enhance our work-related road safety policies and practices in response. The NRSPP looks forward to working with you in 2021 to achieve all your work-related road safety goals.

*"Being mindful is being present.*

*Staying in the moment with what is happening right now and accepting it takes a lot of stress out of life."*

*– Dr Richard Chambers, Mindfulness Webinar*

*a message from*

## Monash University Accident Research Centre



MONASH  
University

ACCIDENT  
RESEARCH  
CENTRE

MUARC is excited to finalise the hosting arrangements for the NRSPP. The NRSPP has allowed us to expand our reach into workplace road safety and has provided opportunity for our researchers to apply their content and methodological expertise to NRSPP initiatives. We have already seen the benefits of being Host and anticipate future successes in 2021.

*"Create clearer responsibility on drivers and on people leaders to think about driving as "work" and therefore part of safety culture."*

*– NRSPP Utilities Forum*

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## Welcoming New Partners

The NRSPP Steering Committee reopened the opportunity for new Partners to join the program once the funding agreement was finalised with the Core Funding Partners. The Charter has also been amended and a renewal of Partner actions and Partner Declaration will commence early in 2021.

NRSPP welcomes the following Program Partners:



## Recognising NRSPP Monash Summer Vacation Students

### Olivia Dobson

Hi, I'm Olivia and I'm currently a final year student doing a Bachelor of Business and Arts, majoring in marketing and psychology.

I'm originally from Brisbane, but I've been a proud Melbournian for almost four years now.



Throughout my time at Monash I've discovered a love of the study of human behaviour, and I'm particularly interested in cognitive and developmental psychology. I hope to pursue my education further at Monash next year by completing my Psychology Honours year.

I applied for the vacation research program at MUARC because I was fascinated by the innovative research done at the centre and how they apply this research to create theory-based solutions to major issues regarding road safety. I am so thrilled to begin working with MUARC and The NRSPP and to be part of a team that strives to create a safer society.

### Sarah Lim

Hello there! My name is Sarah and I'm from Malaysia.

I've just completed my last semester with Monash and will be graduating soon with a double degree in Business and Arts.

I am thrilled to be given the opportunity to spend my last summer in Melbourne working with the NRSPP team (something I've been super grateful for in 2020)! So far, my first week has been amazing and I am very excited for what's to come.

Even though my area of study was in banking & finance, I am still enjoying interacting, learning and researching about workplace road safety with NRSPP. There's actually so much that goes on behind the scenes in making sure our road networks run smoothly and safely to support communities and the wider economy.

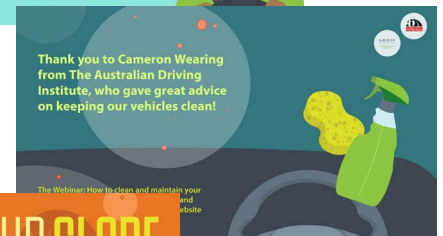
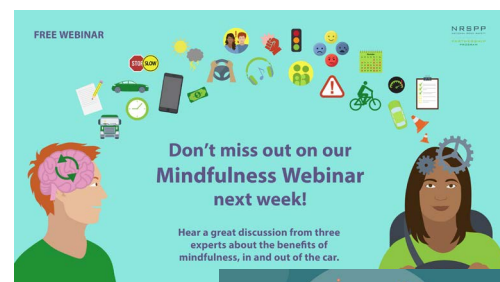
I hope the little work I am able to put out during my time with MUARC can contribute in a small way to the greater effort of keeping Australian roads safe for everyone.



## Some Key Achievements

*there are so many great examples of collaboration*

- NRSPP released its second road safety organisational campaign focusing on road rage, 'Travel Time. Your Time'. The campaign was an NRSPP led collaboration with Budget Direct, Fleet Strategy and MUARC.
- NRSPP delivered six webinars over the past four months with nearly 700 registrations all of which scored mostly 5 out of 5 in post surveys.
- Empowr Mobility, NRSPP's social initiative, was part of the Monash 2020 Generator and featured in the [Pitch Night on 11 November](#).
- Monash University Mindfulness Gurus featured as part of NRSPP Road Safety Week for Vehicles as Workplace day with the panel webinar [Road Safety and Other Workplace Benefits of Mindfulness](#).
- NRSPP dived into some practical road safety management advice with Australian Driving Institute's Cameron Wearing on [Vehicle Hygiene](#) and [Maintaining Vehicles during Downturns](#).
- A Steering Group to adapt Transport for London's Construction Logistics and Community Safety (CLOCS) program to Australia was reformed. NRSPP held a [collaborative webinar](#) with TfL, Sydney Metro, Hanson and Amy Gillett Foundation to understand the why, benefits and work to date.
- The NRSPP Utilities Forum met on the 10 December for a Compressed Virtual Forum for two hours where partners shared data, learnings and insights.
- [Re:act campaigns](#) reached over 5.2 million Australians across Melbourne, Sydney and Brisbane were campaigns featured on public display across 660 oOh!media billboards to a media value of almost \$1.4 million.
- NRSPP Tool Box Talks and Organisational Road Safety Campaigns have been downloaded over 500 times since June when they were made free.
- A new [Tool Box Talk on Sun Glare](#) has been added and includes a supporting insight video [Driving with Sun Dazzle](#) developed by Tim Roberts.
- Each quarter Program Partner [Traffic Management Association of Australia \(TMAA\)](#) features NRSPP new content within its quarterly magazine [Detours](#).
- [Jerome Carslake](#), [Mark Stephens](#) and [Tim Roberts](#) did a virtual group presentation on the 3 December to the [Australasian College of Road Safety](#) Queensland Chapter.



## Working Group Updates

### *"Distractions"*



**re:act**  
Inspiring change

For the first time in its history, the Re:act road safety behaviour change program produced a documentary in 2020 that revealed first-hand which road safety messages resonate with young audiences and change their behaviours on our roads.

Launched via global livestream during November's National Road Safety Week, the 35-minute 'Distractions' documentary followed students from participating universities as they devised and developed innovative road safety campaigns targeted at their peers.

The documentary was another significant milestone this year for Re:act, which reached an audience of more than 5 million Australians as selected campaigns were executed in public across 660 oOh!media billboards in Melbourne, Sydney and Brisbane. The program's reach target was 500,000.

Re:act challenges university students to create campaigns that target road safety risks prevalent in their 18-25 year old peers. The collaborative program is led by NRSPP Program Partner Hard Edge and supported by several industry and road safety partners, including NRSPP, as well as oOh!media and the Australian Government, through the Road Safety Awareness and Enablers Fund.

In its fifth year in 2020, Re:act ran in Sydney at University of Technology Sydney, Swinburne University in Melbourne and, for the first time, in Brisbane at Queensland University of Technology. It also expanded internationally to University of the Arts London. In 2021, further expansion is planned nationally, including in Perth and into the TAFE sector, and internationally, with a focus on middle and low income countries.

Visit [reactforchange.com](https://reactforchange.com) to watch the documentary, view the selected 2020 campaigns or find out more about the Re:act program and how to be involved.

# 2020 Compressed Utilities Forum

The 2020 face-to-face forum to have been hosted by Optus, has been held over until October 2021. This created a new opportunity for utility partners to hold a compressed virtual event on 10th December. Prior to the event, a number of partners completed the benchmarking template, which resulted in an engaging 'deep dive' discussion during the forum.

Unlike previous years, the compressed forum lead up, template completion and data analysis timeline was shortened, resulting in only seven being able to submit the template for December. A second compressed forum will be held in March/April 2021 to draw in other partner's data.

Dr Lucia Kelleher weaved her data magic analyse but due to limited time could only draw on the 2018/19 (19) and 2019/20 (20) financial years. All data is de-identified. The Systems and Processes includes 21 measures and always drives discussion as partners have to identify whether these are:

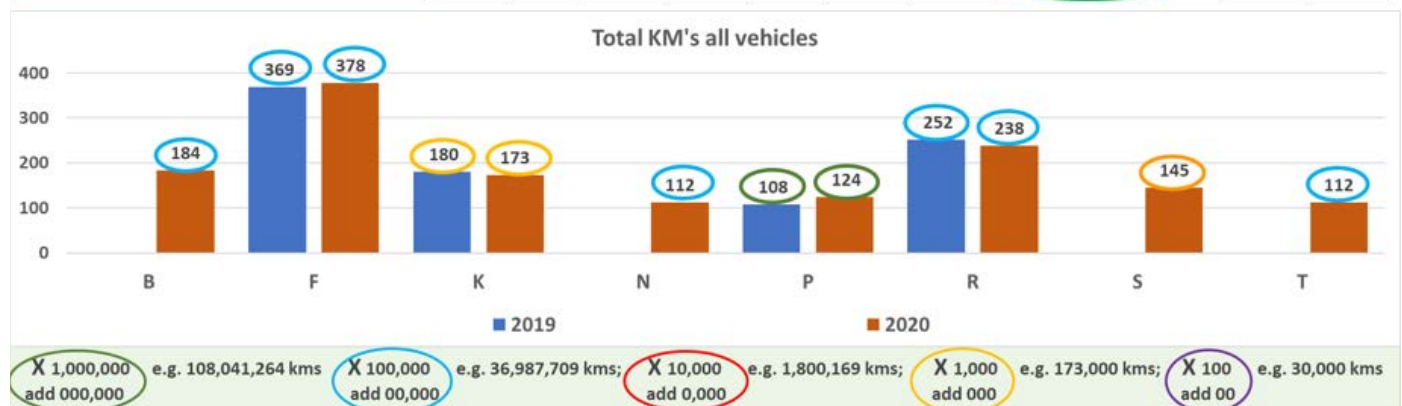
- Yes in place,
- No they are not
- Moving towards (if ticked then the following year can fall to no if no progress has occurred)

Some key discussion points:

- We could see how COVID-19 and the bush fires had directly impacted some of the partners.
- Speed fell out of the top three for the first time since the forum has been held instead other measures emerged such as Fatigue, Distraction and Single Occupant or Lone Worker emerged which are really interrelated.
- Many saw their mileage significantly increase over the financial year period
- Increase in reversing incidents in urban environments,
  - Perhaps some of the wrong types of vehicles are being used in these areas with high blind spots.
  - Difference between urban and rural.
  - Were there great time pressures to deliver services creating rush?
  - Single Key messaging by some, that post, bollard, other vehicle could easily have been a person or child – its not worth it.
- Fatigue can also be created by sensory overload where the brain is overloaded, this can occur from equipment rattling, noisy vehicles, constant gear changes, demands.

Example of discussion slide on infringements:

TRAFFIC INFRINGEMENTS	B 20	F 19	F 20	K 19	K 20	N 19	N 20	P 19	P 20	R 19	R 20	S 20
Red Light Infringements per year	15	3	0	3	3	7	1	52	29	6	5	0
Speeding Infringements ≤10km/h per year	52	15	0	15	17	3	15	257	150	50	37	2
Speeding Infringements >10km/h per year	19	3	1	3	5	12	9	119	82	10	10	0
Seatbelt use infringements	0	0	0	0	0	0	0	0		0	0	0
Mobile phone use infringements	14	0	1	0	0	0	0	0		0	5	0
Impaired driving infringements	0	0	0	0	0	0	0	2	0	0	0	0
Multiple driver infringements per year	21	2	0	2	2	6	3	48	23	12	10	0



cont...



## 2020 Compressed Utilities Forum

cont...

The final part of the forum centred on two key risk questions which NRSPP Summer Vacation Interns are exploring as Q&As. The topics include:

1. Policies/systems in place that achieve an element of deterrence and/or more care on the part of the driver
2. Fundamental Stability and Roll Away

The next compressed forum will expand on these further and encompass:

1. Exploring consequence approach to at-fault claims in fleets
2. Safety management systems of heavy vehicle tyres

**NRSPP would like to acknowledge the Guiding Executive and the great delivery team behind the forum:**

- **Tim Roberts**, our engaging facilitator
- **Dr Lucia Kelleher**, data analyst extraordinaire
- **Jerome Carslake**, NRSPP Director

*“Due to the competing interests from Fleet Service, SHE and Operations Manager, the perspectives are different and need a more coherent approach when communicating to drivers.*

*If the technology piece is growing and increasing in complexity, will the comprehension of the driver be increasingly challenged, if not overwhelmed?”*

**– NRSPP Utilities Forum**

## Suicide in Road Transport (SiRT)

The Suicide in Road Transport Project (SiRT) has been established as a collaborative initiative between NRSPP and Austroads which will conclude mid-2021. The project has grown to include nearly 100 partners from health, transport, road safety, research and government organisations.

Toll Group tabled with the NRSPP Steering Committee a growing issue affecting their drivers, but one they have no control over. Specifically, this issue relates to third parties dying by suicide by positioning themselves in front of work vehicles. Toll’s analysis of third-party fatalities involving their vehicles identified that up to one in five were suicides.

**SiRT consists of four streams operating concurrently:**

**Stream 1:** Language and Communications led by Mindframe;

**Stream 2:** Data Analysis led by Griffith University;

**Stream 3:** Interventions led by Griffith University;

**Stream 4:** Research

- a) Impact of road related suicide on third parties led by Charter Institutes for Transport and Logistics-Australia;
- b) Barriers to the success of road related suicide interventions led by Griffith University;
- c) SiRT is a Partner of the University of Melbourne NHRMS Project Suicides in Public Places.

The project has drawn on insights from a diverse number of organisations who have such as Healthy Heads Trucks and Sheds, OzHelp, Highways England, Sweden Department of Transport, Lifeline, Black Dog, Toll Group, National Transport Insurance, Navman Wireless, Tracksafe, Mates in Construction, Australian Logistics Council, Victorian Transport Association, Injury Matters, to name a few.

Hopefully pending Covid-19 State Insurance Regulatory Authority will host a final workshop in March in NSW.

Empowr Mobility is creating an ecosystem of opportunity for aspiring young people and organisations suffering transport disadvantage.

## Empowr commences first the Victorian Department of Transport Pilot

Once lockdown lifted Empowr Mobility was able to commence its first pilot. Coffey Ford kindly supplied four Ford Focuses which were fitted with an Internet of Thing (IoT) device known as CARA that gathers information to help ensure vehicles are well managed, maintained and safely driven.

Empowr supplied two vehicles into the TAC L2P programs into Sunraysia Assist in Mildura and Salvation Army in Bendigo. A further two vehicles were supplied to Individual Users who had been identified as aspiring through the L2P program. These went to:

### Binyam



### Cody



The pilot vehicles will operate for three months testing the Empowr Mobility model.

*Thank you to the Swinburne University Bureau Team of Communication Design students who created these videos:*

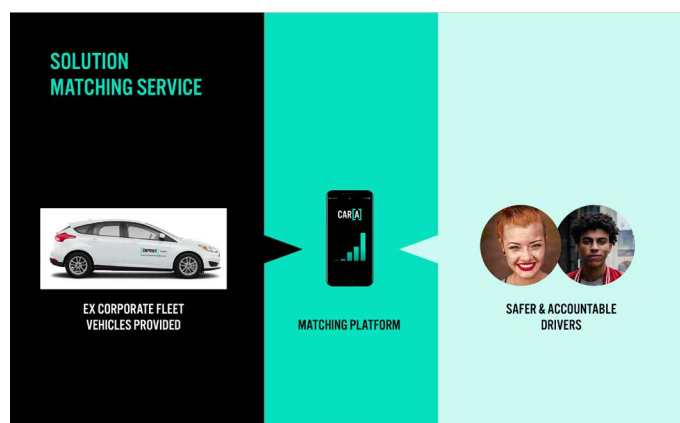
- **Georgia Emery**
- **Henry Leng**
- **Jessica Do**

Special thanks to Coffey Ford for supplying four new 5 Star ANCAP Ford Focuses for the pilot.



## Empowr Team Pitch Night

Empowr Mobility featured as part of the Monash University Generator's 2020 Accelerator cohort and graduated on the 11 November.



Thank you to all the partners who attended and supported Empowr at the event.

*NRSP would like to acknowledge the Empowr Team:*

- **Tristan King**, Co-Founder
- **Jerome Carslake**, Co-Founder
- **Caitlin Xavier**, Communications & Design

For more information please go to  
[www.empowrmobility.com](http://www.empowrmobility.com)

# Adapting Construction Logistics and Community Safety to Australia



Over the next decade Australia will undergo an unprecedented \$55 billion major city infrastructure build with potential for \$20 billion in additional funding projected.

The logistics activities associated with these major projects will generate a significant increase in the number of heavy vehicles transporting construction materials through metropolitan areas.

What this infrastructure building boom represents is more than just an opportunity for better mobility but a chance to increase the safety and efficiency of the related logistics activities for industry, government and the community.

The NRSP recognised this opportunity back in 2015 when it explored and identified what is recognised as Transport for London (TfL)'s best practice, which was [Construction Logistics and Community Safety \(CLOCS\)](#).

NRSP went on to establish a strong relationship with TfL which was formalised through a [Memorandum of Understanding](#) to share and help Australia adapt CLOCS locally known as CLOCS-A.

The NRSP, when housed at ARRB, was successful in securing a small grant through the National Heavy Vehicle Regulator (NHVR)'s Heavy Vehicle Safety Initiative (HVSII) to develop a [Draft Guide](#) which was released on 7 October along with a [CLOCS-A website](#) to house supporting resources. Stage 2 funding was unsuccessful and occurred during the transition of NRSP from ARRB to MUARC.

NHVR informed in August NRSP was unsuccessful in the Stage 2 funding and has established a Steering Group (SG) to lead the adaption of CLOCS to Australia. The SG held a collaborative on [Adapting CLOCS to Australia](#) on the 3 December featuring:

- [Peter Binham](#), Transport for London (TfL)
- [Jon Lamonte](#), Chief Executive, Sydney Metro
- [Scott Tipping](#), General Manager of Logistics, Hanson Australia
- [Dr Marilyn Johnson](#), Lead Researcher, Amy Gillett Foundation (AGF)

The SG has developed an MoU which each partner is currently reviewing with the aim of signing early February 2021. A Supporting Partner Tier has been established for organisations to provide their endorsement for CLOCS-A. Partners sign up by providing letters of support which can be found in the MoU and located [here](#).

The NRSP wishes to thank the contributions from Amy Gillett Foundation, Australian Trucking Association, Major Transport Infrastructure Authority, MUARC, NSW Department for Transport, Sydney Metro, Transport for London, Truck Industry Council and Victorian Department of Transport.

*"Truck drivers can come in quite hostile expecting us to point the finger at them. Instead we explain people make mistakes, we all make mistakes on the road, you make mistakes, cyclists, pedestrians and motor bike riders will all make mistakes, and when those mistakes happen then generally people die."*

*– Dr Marilyn Johnson, Adapting CLOCS Webinar*

# New Website Content

## Blogs

### A Year Of Hard Knocks, Gives Way To Opportunity

2020 was always going to be an exciting year of change for NRSPP, with the program moving to a new home. But no one could picture a year like the one we've had.

The constant theme throughout 2020, for all of us, was adaptation.

[Read more...](#)



### Mindfulness Can Drive Workplace Vehicle Safety – And Productivity

Mindfulness can help us maintain attention when we're driving and to recognise if we're getting distracted, so we bring our focus back to driving.

It also helps us manage emotions, like anger and frustration, so we accept rather than react to the mistakes other road users will inevitably make.

[Read more...](#)

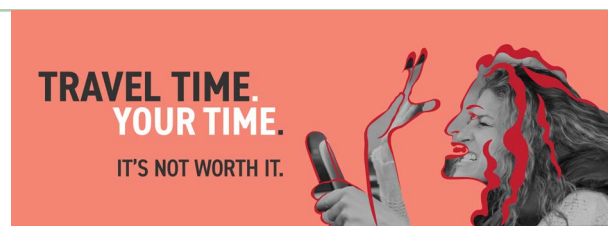


### Aggressive Driving Is Our New Normal: Let's Leave Our Inner Demons In Lockdown

For most of us, one of the benefits of lockdown has been the absence of a commute, or congestion on the roads.

What is it going to be like when restrictions ease and we re-enter the workforce – when we are all back on the roads?

[Read more...](#)

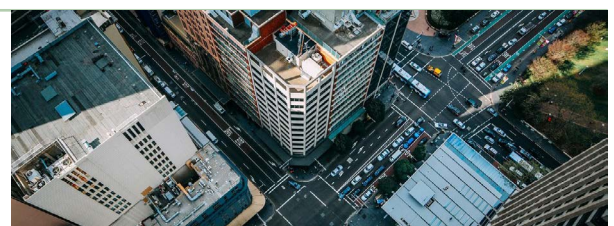


### What's Your Risk Appetite?

Have You Ever Thought About What Your 'Risk Appetite' Is, As An Organisation Or As A Business Owner Or Manager?

Transport changes driven by the global pandemic have created an opportunity – perhaps even an obligation – for organisations to take stock of transport risk and what risk we're willing to accept.

[Read more...](#)





### UnitingCare Queensland

#### *Sustained Safety Focus and Risk Management Reduces Crashes, Insurance Premiums and Fleet Costs*

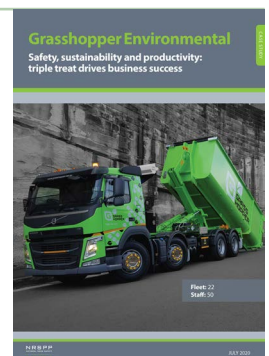
Making vehicle and road safety a central focus of fleet management has delivered major bottom line savings, particularly in insurance costs, and significant crash reductions for not-for-profit UnitingCare. Driven by an inspired funding model that guaranteed management support and sustained improvement, impressive results have driven a strong, self-perpetuating safety culture.



### Grasshopper Environmental

#### *Safety, Sustainability and Productivity – Triple Treat Drives Business Success*

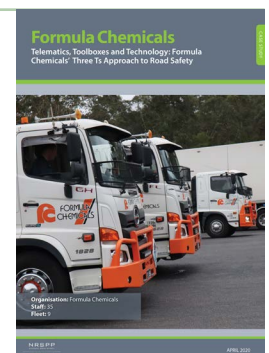
Safety, sustainability and productivity cannot only co-exist but are complementary forces that drive business success. For Grasshopper Environmental, this combination has improved safety and environmental performance while driving bottom line benefits and fueling success in winning major contracts.



### Formula Chemicals

#### *Telematics, Toolboxes and Technology – Formula Chemicals' Approach to Road Safety*

A sustained focus on safety, built on a foundation of educating and communicating expectations to workers, translates into efficiency and other business benefits. While safety measures can be introduced progressively to build a safety culture over time, company leadership must lead by example.



## Posters | 3 of 24



Aggressive Driving Poster Series



Driving in COVID-Normal Conditions



Sun Glare Risks While Driving

# DID YOU KNOW?

**Sunscreen loses effectiveness when stored above 30°C.**  
Keep it cool or in an esky, or replace regularly.

**Stay sunsmart while driving by:**

- Applying sunscreen every 2 hours
- Wearing UV protection sunglasses
- Keeping windows tinted
- Wearing sunscreens

SUNSMART QUICK FACT: DRIVING FOR WORK

# DID YOU KNOW?

**Dehydration causes driving errors equivalent to having a BAC of 0.08... which is over the legal limit!**

As the weather heats up, stay well-hydrated when you drive.

QUICK FACT: HYDRATION AND DRIVING

# DID YOU KNOW?

Too much information in our conscious mind can cause important things to be pushed to our unconscious.

**Our attention capacity is finite.**

Having so much to keep track of, means the important things can fail to reach our conscious awareness, with deadly consequences on the road.

FACT SHEET: UNDERSTANDING THE BRAIN IN RELATION TO DISTRACTED DRIVING

# DID YOU KNOW?

At least 700 people are killed every year in rural transport incidents, with thousands seriously injured.

**RURAL ROAD RISKS**

- Dust, mud and sand
- Flooded roads
- Soft edges
- Fatigued drivers
- Bushfires
- Wildlife

**STAY SAFE**

- Plan carefully
- Obey the signs
- Take breaks: stay hydrated
- Be alert for wildlife
- Check in with someone
- Adjust speed to weather conditions

NRSP QUICK FACT: DRIVING IN RURAL AND REMOTE AREAS

Visit [NRSP: Did You Know?](#) for more

# 5Q's

to ask yourself before you get back to driving

- Are my headlights working?
- What's my oil level?
- How are my windscreen and wipers?
- What's the tyre pressure?
- Any obstacles around my vehicle?

FACT SHEET: DRIVING IN COVID-NORMAL CONDITIONS

THOUGHT LEADERSHIP: RESPONSE TO COMMON BRAIN CONDITION 'IS A NO-BRAINER'

**12 – 70% of truck drivers suffer from depression, making them 7 times more likely to be involved in a crash.**

If you, an employee or someone you know is struggling...

- seek professional help
- talk it out: don't stay quiet
- seek/provide cushioned support

**Long shifts**  
**Irregular work hours**  
**Fatigue**  
**Loneliness**

NRSP

ADAM'S STORY: THE HUMAN FACE OF ROAD TRAUMA

**"If he'd just taken a second to look, I wouldn't be where I am today."**

"...the reality is that a large proportion of the people we see who need major surgery... are innocent bystanders of other people's bad decisions."

– Scott Ferris, trauma surgeon

Hear Adam's Story on our website

CARRIS: D. MONOTONY & HYPOVIGILANCE

**Feeling foggy?**  
Drowsiness, or 'highway hypnosis' can impair driving performance after less than 20 minutes.

**Practicing mindfulness**  
can lift the monotony and bring your mind back to attention.

Visit [NRSP: #ThrowbackThursdays](#) for more

**Q&A: Driver's vision, and what influences it**

**The Question**  
How is the way a driver sees things influenced by what they see and what they think about it?

**Why It Matters**  
The way a driver sees things can be influenced by what they see and what they think about it. This can be influenced by what they see and what they think about it. This can be influenced by what they see and what they think about it.

**4 key things to know**

- 1. A driver's vision is influenced by what they see and what they think about it.
- 2. A driver's vision is influenced by what they see and what they think about it.
- 3. A driver's vision is influenced by what they see and what they think about it.
- 4. A driver's vision is influenced by what they see and what they think about it.

NRSP Q&A: Driver's vision, and what influences it

**Q&A: How to make workplace driving incentives work**

**The Question**  
How can we make workplace driving incentives work better?

**Why It Matters**  
Workplace driving incentives can be a powerful tool to improve driver behavior and reduce risk. However, they can also be a source of frustration if they are not implemented correctly.

**Key Takeaways**

- 1. Incentives should be based on behavior, not just on outcomes.
- 2. Incentives should be based on behavior, not just on outcomes.
- 3. Incentives should be based on behavior, not just on outcomes.
- 4. Incentives should be based on behavior, not just on outcomes.

NRSP Q&A: How to make workplace driving incentives work

**Q&A: Safe and Unsafe Drivers**

**The Question**  
What are the differences between safe and unsafe drivers?

**Why It Matters**  
Understanding the differences between safe and unsafe drivers can help us better understand road safety and how to improve it.

**Key Takeaways**

- 1. Safe drivers are more likely to follow traffic rules and regulations.
- 2. Safe drivers are more likely to be aware of their surroundings.
- 3. Safe drivers are more likely to be calm and collected.
- 4. Safe drivers are more likely to be responsible and accountable.

NRSP Q&A: Safe and Unsafe Drivers

**Q&A: Safe and Unsafe Drivers**

**5 Top Factors**

- 1. 93% of drivers are safe.
- 2. 38% of drivers are unsafe.
- 3. 66% of drivers are safe.
- 4. 50% of drivers are unsafe.
- 5. 23% of drivers are safe.

NRSP Q&A Infographic: Safe and Unsafe Drivers

Thought Leadership | 2 of 31

**NRSP**

**When Half A Second Matters: Mindfulness Drives Road Safety**

**When Half A Second Matters: Mindfulness Drives Road Safety**

**When Half A Second Matters: Mindfulness Drives Road Safety**

When Half A Second Matters – Mindfulness Drives Road Safety

**NRSP**

**Thought Leadership**

**Food for Thought: Risk Appetite and the Changing Face of Travel**

**Food for Thought: Risk Appetite and the Changing Face of Travel**

Risk Appetite and the Changing Face of Travel

**“Default mode (worry), is the mode of mind when you’re not mindful.**

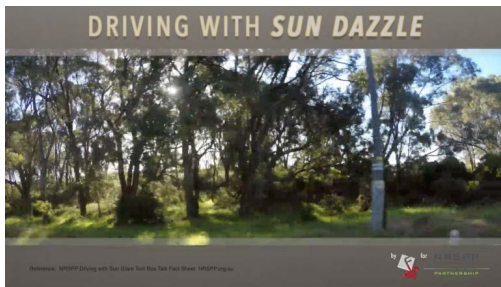
**Have you ever had an argument with someone whilst driving a car, yet the person you are arguing with is not in the car? You’re outraged at all of the things this person will say.**

**This is the distracted mode of the mind. It makes you more aggressive, and it’s a waste of energy.”**

**– Associate Professor Craig Hassed OAM, Mindfulness Webinar**



## Videos



Driving With Sun Dazzle



One Distraction Can Ruin Your Whole Day – Video Series



Alcohol and the Morning After



Fitting a Hail Cover (Part 1)  
Removing a Hail Cover (Part 2)

*Thank you to **Tim Roberts** at **FleetStrategy** for his efforts in creating these videos.*

## Webinars | 6 of 66



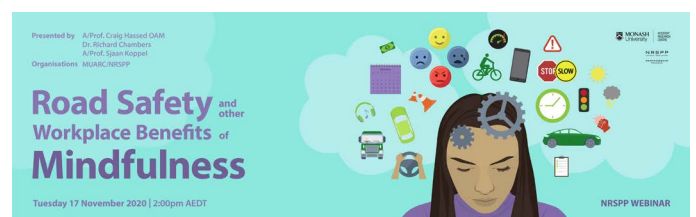
Adapting UK's Construction Logistics and Community Safety Initiative to Australia



Road Rage & Aggressive Driving



The Transafe Network: Risk Displacement – Consider the Need or How to Travel



Road Safety and other Workplace Benefits of Mindfulness



The Australian Driving Institute: How to Effectively Maintain Your Vehicle During Periods of Non-Use



The Australian Driving Institute: How to Clean and Maintain Your Vehicle to Prevent the Spread of Germs and Bacteria

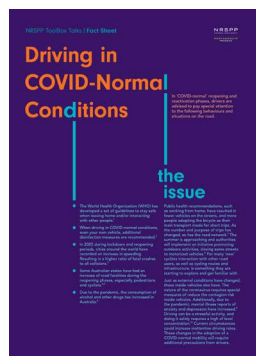




Driver Safety At Roadworks



Road Trauma Statistics – In 7 Charts

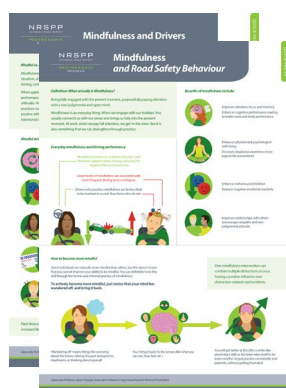


Driving In COVID-Normal Conditions



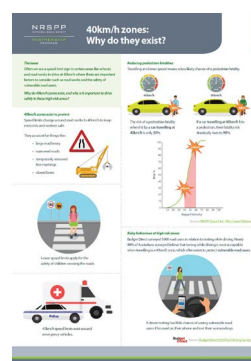
Sun Glare Risks While Driving

## Quick Facts | 14 of 69

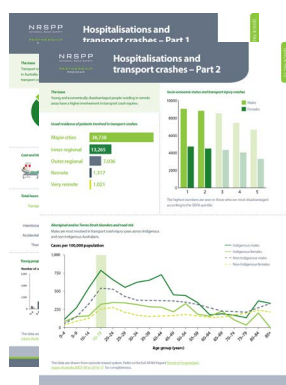


Mindfulness and Drivers

Mindfulness and Road Safety Behaviour



40km/h zones: Why do they exist?



Hospitalisations and Transport Crashes – Part 1

Hospitalisations and Transport Crashes – Part 2

## More Quick Facts:

Side Effects of Driver Fatigue

The Problem with Driver Fatigue

Tired? What's Your Crash Risk?

SunSmart Organisation's duty of care to workers

SunSmart – Driving for Work

Vision and Heavy Vehicles – Part 1

Vision and Heavy Vehicles – Part 2

Vision – Part 1

Vision – Part 2



# What's in the Pipeline?

We have a number of projects and resources in the pipeline for the NRSP website, which will be developed over the remainder of 2021. The themes for the first third of the year include:

- February – how to have difficult conversations
- March – Vehicle preparation and checks before hitting the road
- April – What does the increase in prescription drug use and medicinal marijuana mean for mobile workers?
- May – NRSP releases its third organisational road safety campaign on sleep/fatigue

#### Case Studies under development include:

- Safe Load Program
- Bingo Industries

#### Capacity Building:

- Directors and Officers, 'Safer Workers Behind the Wheel', an NRSP Initiative in collaboration with Flinders, Griffith and Monash Universities, supported by Zurich Insurance

#### Quick Facts:

- Depression in the Transport Industry
- Prescription Drugs and Driving
- Nox Emission
- Truck Tyres

#### Under Development:

- How do organisations deal with minor bingles?
- Fundamental stability and minimising roll away risk
- Policies/systems in place that achieve an element of deterrence and/or more care on the part of the driver
- Safety management systems of heavy vehicle tyres
- From Complacency to a Continuous Improvement Safety Culture
- Extending Safety Practices to Contractors drives both safety and efficiency?
- Are incentives driving the wrong behaviour – jobs, sales, repairs, etc?
- Telematics – how to best use data to drive culture?
- How do organisations deal with minor bingles?

*Do you see anything that you think you could assist with? Or is there anything you would like to develop with NRSP?*

*Let us know, please contact:*

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